

CITY OF FALLS CHURCH, VIRGINIA NEIGHBORHOOD TRAFFIC CALMING PROGRAM

TABLE OF CONTENTS

	<u>Page Number</u>
Chapter 1: Introduction to Neighborhood Traffic Calming	2
Chapter 2: Neighborhood Traffic Calming Vision Statement, Goals, and Strategies	4
Chapter 3: Neighborhood Traffic Calming Problem Solving Process	5
Chapter 4: Traffic Calming Measures and Criteria	8
Chapter 5: Program Review and Refinement	12
Appendix 1: Traffic Problem Definition and Priority Ranking Guidelines	13
Appendix 2: City of Falls Church Street Classifications	14
Appendix 3: NTC Funding Schedule	16
Appendix 4: Citizen Appeals	17

CHAPTER 1: INTRODUCTION TO NEIGHBORHOOD TRAFFIC CALMING

The most commonly voiced complaints from City residents in the past few years have been that too much traffic volume, vehicular speeding, and commuter and commercial customer parking have been taking place on residential streets. The complaint most often heard is that there is a speeding problem on a particular street and that there are many young children who could be negatively affected by the speeding. The narrowness of many of the City's streets contributes to the perception of speeding, and with significant growth in school age children in the City over the past decade, the average number of young children on each street has risen.

Traffic calming is a procedure designed to calm or control motorized vehicular traffic. It is designed to protect pedestrians, cyclists, vehicular passengers, and the overall quality of life for residents. Traffic calming is undertaken in order to restore some balance between the vehicular use of roadways and all other users and inhabitants by changing the design and role of streets. These techniques offer a more equal status to all the road users -- a shared roadway.

Traffic calming measures are generally designed to reduce motor vehicle speed; reduce cut-through vehicular traffic on residential streets; promote pedestrian, cycle, and transit use; improve the real and perceived safety for non-motorized users of the streets (e.g. bicyclists and pedestrians); and provide more greenery (trees, shrubs, etc.). Examples of traffic calming measures are vertical changes in the road (e.g., speed humps and raised intersections); lateral changes or narrowing of the road (e.g. bulbouts, islands, and on-street parking); traffic circles or islands; reduced corner turning radii; gateway features (e.g. signage, landscaping or architectural features); and traffic control devices such as stop signs, speed limit signs, turning restriction and access signs, and traffic lights.

Traffic calming measures can be either physical features or perceived features. Some physical features force drivers to change their behaviors, while others only encourage drivers to change behavior. For example, a streetscape feature, such as landscaping, might cause drivers to perceive that a road is narrower and slow down, but it does not physically force them to slow down.

The Police Department plays an important role in calming or controlling traffic in the City through enforcement of the various traffic laws including speeding violations, stop sign and traffic signal violations, parking violations, and truck usage violations. Police enforcement should always be the first technique used to calm traffic in an area of the City. If this is not effective, the Neighborhood Traffic Calming Program should be utilized.

Neighborhoods tend to have fewer problems with speeding when they have narrow streets, parking on both sides of the street, marked divided pavement, a canopy of trees that creates a "tunnel" effect, short sight distance created by an irregular manner or curve to the road, so that drivers cannot see for long distances, and busy sidewalks.

The Citizens Advisory Committee on Transportation (CACT) has been dealing with neighborhood traffic problems for many years. It has evaluated many traffic problems and offered traffic calming recommendations when deemed appropriate. In July, 2000, the Falls Church City Manager appointed an interdisciplinary committee comprised of City staff and members of the Public Safety Commission and CACT to develop policies and procedures for a program to address requests for neighborhood traffic calming as requested by the City residents. The document that follows reflects the works of this Citizen Advisory Committee on Transportation and City Interdisciplinary Transportation Team (CACT/CIT).

The process described for this program represents a community-based, “problem-oriented” approach to deciding what to do about neighborhood traffic problems, and **is established for streets classified only as “local”** in the City Street Classification list in the Comprehensive Plan’s (See Appendix 2 of this document for a list). Underlying this new process are standards and criteria which determine the existence and severity of traffic problems and provide guidance for the appropriate traffic calming measures for each situation. The standards and criteria used in this program are based on those used in successful traffic-calming programs in North America and Europe. The emphasis is on selecting traffic calming measures which are appropriate to address documented problems instead of allowing preconceived, unstudied proposals to drive the process. In addition to documenting that a problem exists, in this program it is also important to determine the severity of traffic problems in relation to the severity of problems on other City streets. This information will be used to determine a range of traffic calming measures, the level of public involvement required to develop an action plan, and the prioritization of the various street problems to determine the appropriate ranking for funding purposes.

Regardless of the scope of the traffic situation, the problem-oriented process is the same. The difference is in how broad the community participation must be and in what type, if any, of traffic calming measures are appropriate for the situation. For example, addressing a speeding problem on a single block of a street would not require the same level of public discourse as a problem affecting several streets within a neighborhood. The most difficult problems are those where road users and affected residents have conflicting, but equally valid needs. Central to the new process is an acknowledgement that communities need outside support to identify and solve traffic problems while respecting the interests of all affected parties.

The CACT/CIT has also built into the new process tools to evaluate the success of each project and the process in general. For each completed project, follow-up data will be collected to determine the effectiveness of the traffic calming measures installed. At periodic intervals, these data will be evaluated as well as other information provided by citizens affected by the work to identify any needed changes to the program, standard traffic measurements, criteria for each traffic calming measures, or the process in general.

CHAPTER 2: NEIGHBORHOOD TRAFFIC CALMING VISION STATEMENT, GOALS, AND STRATEGIES

VISION:

To develop and oversee a program to support the City Council's vision of an "urban village" by reducing the impact of vehicular traffic and improving pedestrian and bicyclist safety in the City of Falls Church, Virginia.

GOALS:

- Change the culture of neighborhood street use from "cars first" to people first".
- Establish for consideration by the City Council effective, fair, and consistent policies for implementing traffic calming measures.
- Ensure that neighborhood street use is consistent with the Comprehensive Plan's Transportation Network Plan designations to the greatest extent possible.
- Identify residential areas that are in need of traffic-calming measures.
- Control commuter parking on residential streets.
- Reduce the speed of traffic on residential streets and redirect cut-through traffic to the arterial road network when warranted.
- Foster collaboration and a shared sense of purpose between City residents and staff in addressing traffic problems.

CHAPTER 3: NEIGHBORHOOD TRAFFIC CALMING (NTC) PROBLEM SOLVING PROCESS

OVERVIEW:

The NTC process is fairly simple. Petitions will be accepted each year between January 1 and June 30. No petitions will be considered between June 30 and December 31. Any petitions received during this time period will not be considered until the following January 1.

A petitioner first states a concern through one of several appropriate means. Staff will evaluate the request and decide if it should be considered by the CACT/CIT. If it will be reviewed through the NTC program, the petitioner and residents will be asked to meet with the CACT/CIT to clarify their concerns. If the CACT/CIT agrees that the case should be considered through the NTC program, then data will be collected and analyzed to determine if the problem meets certain criteria and how severe that problem is in relation to other petitions being considered as part of the same fiscal year pool of NTC petitions. At the end of the petition receiving period (June 30) staff will prioritize all of the quantified NTC petitions in order of severity for funding consideration by the City Council as part of that year's budget cycle or CIP. Projects that are not funded in that fiscal year may be reconsidered in the ranking for the following fiscal year.

The following is a detailed description of the steps involved in the NTC program.

PROCESS STEPS:

Petitioner provides information about his/her perception of traffic issue.

1. A written, verbal, or e-mail request is received by staff from an individual citizen, groups of citizens, civic associations, businesses, developers, City staff, or the City Council.
2. Staff will either send the petitioner a traffic-calming package, including a questionnaire about the perceived problem, or inform the petitioner that they can fill out a questionnaire and read the applicable information on-line. The questionnaire is designed to solicit detailed information from the petitioner about their perception of the traffic issue at hand.
3. Staff receives the completed questionnaire from the petitioner either online or in hard copy.
4. Staff evaluates the issue as stated in the completed questionnaire and decides whether it should go to the City Manager, CACT/CIT, or can be handled directly by staff. In some cases, staff and the CACT/CIT may recommend that a situation be handled outside of the NTC program when the situation warrants different types of action.

5. If the issue is referred to the CACT/CIT, the group will review the survey form at the next monthly meeting at which time the group will determine if the issue needs to go through the NTC program or should be handled in an alternate manner.

Petitioner and Community given the opportunity to present issues to the CACT/CIT.

6. If the case is to go through the NTC, the CACT/CIT will look at the issue and determine which households/businesses should be invited to the next available meeting to discuss the issue raised by their neighbor.
7. Following this meeting a letter inviting the appropriate households/businesses will be sent out inviting them to attend the next available CACT/CIT meeting.
8. At the scheduled meeting the issue will be discussed by all present. Up to 3 petitions can be scheduled for each CACT/CIT meeting and a maximum of 30 minutes will be available to discuss each petition. **A minimum of 25% of households invited to this meeting must be present to allow the petitioner the opportunity to proceed within the process. If a lesser number are present at the meeting, the issue will be discussed, but no further steps will be taken.**

Data Collection

8. If a minimum of **25%** of the households identified in the study area are represented at the CACT/CIT meeting and the consensus is that the group is in agreement with the original petitioner's perception of the problem, then data collection will begin.
9. Staff will conduct field observations (visually inspect area/situation and analyze scope of project in terms of geography and road use.) Staff will also collect appropriate traffic data, which could include volume and speed data, traffic violations and accident reports. If speed and volume data are collected, counters will be placed on site for a minimum of a one-week period and non-standard travel days and inclement weather/roadway conditions will be taken into consideration.

Data Analysis

10. Staff will review the data.
11. Staff will send the report of the traffic data to the CACT/CIT.
12. If the perceived problem meets the definitions of speeding or excessive traffic volumes expressed in Chapter 4, the case will move forward. If the CACT/CIT, after discussion, decides that the definition of "Other Neighborhood Traffic-Related Issues" expressed in Chapter 4 is severe enough to proceed for a particular case, then the project can also move forward. If the collected data does not meet the thresholds, the CACT/CIT will take no action and the project is not eligible for re-evaluation for a two-year period.
13. Staff will send this report and finding about the status of the case to the petitioner.

Traffic-calming recommendations are developed

14. The CACT/CIT will meet with original petitioner(s) and any interested neighbors and appropriate calming measures will be discussed. Alternatives in the traffic-calming toolbox (see page 10) will be discussed and appropriate measure(s) as related to the traffic data collected will be considered by those at the meeting, along with the associated costs. At this meeting, the group should develop recommendations for traffic calming for the given location. If necessary, an outside consultant may be asked to provide recommendations on an appropriate traffic calming measure for a certain location, in which case the recommendations might not be finalized until a future meeting.
15. Once the majority of the group is in agreement about the recommendations, a postage paid return card will be sent out to the community (can be a larger area than original survey) to assess the support for the identified traffic-calming measure(s). Again the participants will be asked if they would support the measures. This card must be returned within 4 weeks.

Community given the opportunity to agree or disagree with the recommendations.

16. Staff will analyze the community survey results. If 75% agree with the recommendations, the plan will be prioritized in relation to other plans for a recommendation for funding.
16. If the community does not agree with the recommendation, the case is dropped and cannot be reconsidered for a two-year period.

Project Funding:

17. Staff will put all community-approved projects on a list that is considered once a year as part of the budget process. Each project will be prioritized using the data collected and the criteria and scoring system described in Appendix 1.

Implementation of the Project:

18. Preliminary engineering will be done to determine scope of work.
19. Site survey will be performed.
20. Detailed construction drawings will be developed after the conceptual plan is agreed to by the neighborhood.
21. Rights-of-way and easements will be acquired when necessary.
21. Construction will be scheduled either by City staff or contractor.
22. Affected residents will be notified of construction schedule.
23. Construction will be executed.
24. Landscaping treatments will be installed if warranted.

25. Any damage to private property will be repaired.

Evaluate the Effectiveness of the NTC Project

26. Staff will collect “After” Data.

27. Tests will be repeated from initial data collection.

28. Other tests will be performed as needed.

29. Residents will be surveyed regarding effectiveness.

30. Changes in traffic patterns will be tracked.

31. CACT/CIT and Staff will prepare an evaluation report.

32. “Before” and “after” data will be compared.

33. Results will be analyzed.

34. Next steps and/or corrective actions for failures will be analyzed.

Case Close Out

34. Item will be prepared for inclusion in periodic City Council report.

35. Project will be removed from schedule.

36. Staff will communicate with citizens on any remaining issues, problems or concerns.

CHAPTER 4: TRAFFIC CALMING MEASURES AND CRITERIA

Traffic calming involves implementing strategic measures to improve safety and livability of neighborhood streets by reducing vehicle speed, excessive traffic volume, and cut-through traffic on neighborhood streets, and by addressing other safety-related neighborhood traffic concerns. The following definitions, measures and criteria are established for the NTC process.

1. DEFINITIONS

Speeding

A speeding problem is defined as a situation where the 85th percentile speed on the affected street(s) is in excess of 5 mph over the posted speed limit for the analysis period. The 85th percentile is that speed below which 85 percent of all traffic travels, and above which 15 percent travel. Within the NTC program this means that a “speeding problem” exists when during the

study period, more than 15 percent of vehicles were traveling more than 5 mph over the posted speed limit.

Why is the 85th percentile used as a speeding determinant?

In general, it is an accepted principle that the majority of drivers on a roadway select safe and proper speeds based on roadway and traffic conditions. For determining a speeding problem on a specific roadway, the 85th percentile speed is often used because it is usually seen as approximately the high end of the “normal” speeds traveled by motorists on a given roadway. . In general, the 85th percentile speed statistic is of particular interest because it is often located at or about the upper end of the speed range which includes a good majority of the traffic which is considered to select “safe and proper speeds. Typically, recorded speeds along the bell curve above the 85th percentile speed tend to occur much less frequently than the speeds below it. This is usually because the highest speeds recorded in a study are often erroneous readings or can be the result of a few motorists who are very unperceptive of roadway conditions or irresponsible.

How does the 85th percentile speed relate to Speed Limits?

The generally accepted traffic engineering practice is that speed limits should be set at the nearest 5 mph increment to the 85th percentile speed. For instance, if the 85th percentile speed on a road is measured to be 27 mph, then the speed limit on the road would typically be set at 25 mph. However, other consideration such as accidents and real dangers not perceivable by drivers may indicate the need for a lower speed limit. Since speed limits are generally set using the 85th percentile, it is expected that 15 percent of the vehicles will exceed the speed limit on a regular basis.

How does the 85th percentile relate to speeding problems?

Frequently, an engineering study will show that the 85th percentile speeds exceed the speed limit of 25 mph established by the State Code. Currently, if the 85th percentile speed falls within the range of 25-30, it is not considered a speeding problem in Falls Church, since this is reasonably close to the speed limit on neighborhood streets. Once the 85th percentile speed exceeds 30 mph, however, it is considered a moderate speeding problem (30-35 mph) or an excessive speeding problem (over 35 mph).

Excessive Traffic Volume

Excessive traffic volume for a street classified as “local” is an average weekday volume of over 1,500 vehicles per day.

Other Neighborhood Traffic-Related Issues

Other traffic-related issues include lack of convenient crosswalks, lack of sidewalks, hazards for bicyclists, excessive noise from vehicles/trucks, etc. Safety for pedestrians may be an issue near schools, elderly living centers, playgrounds and other pedestrian traffic generators.

2. TRAFFIC CALMING MEASURES

The following “toolbox” contains measures available for use in traffic calming.

Traffic Calming Toolbox						
	Used for	Measure	Criteria	Minimum Community Support Needed	Relative Cost	Comments
1	Convenience, safety information	Roadway Markings*	MUTCD	None	low	City Council
2	Cut through traffic	Diverter	Cut-through street problem	75% of households identified in study area.	high	City Council
3	Cut through traffic	Turn/Access Restrictions	Cut-through street problem	75% of households identified in study area.	low	Cut-through problem at certain times of the day
4	Cut through traffic	One-way Streets	Cut-through street Problem	75% of households identified in study area.	low	City Council
5	Cut through traffic	Truck Restrictions	5% of total traffic and an Alternative Arterial nearby	75% of households identified in study area.	low	City Council
6	Inspection safety, pedestrian safety	Multiway Stop Signs	MUTCD	75% of households identified in study area.	low	Hi expectation of non-compliance if vpd is not high
7	Speeding	Traffic Circle	85th% > 5mph above the speed limit Only after consultation with fire dept and transit authority Major street to have low left-turn volume	75% of households identified in study area.	high	Not for 3-way or offset intersections
8	Speeding	Narrow Streets	85th% > 5 mph above the speed limit	75% of households identified in study area.	high	Usually done where no curb and gutter in place
9	Speeding	Slow Points	85th% > 5 mph above the speed limit	75% of households identified in study area.	high	May impact on-street parking
10	Speeding	Median	85th% > 5 mph above the speed limit	75% of households identified in study area.	high	Affects driveway access to residences
11	Speeding	Chicane	Case-by-case basis	75% of households identified in study area.	high	
12	Speeding	\$100 Fine Speeding Warning Signs*	Used where chronic excessive speeding problems exist		low	
13	Speeding	Flat-top Speed Hump	85th% >5 mph over speed limit. Only after consultation with fire dept. and transit authority Street grades < 8%	75% of households identified in study area	medium	Area petitioned may need to be adjusted based on street network

Traffic Calming Toolbox						
	Used for	Measure	Criteria	Minimum Community Support Needed	Relative Cost	Comments
14	Warning	Rumble Strips	85th% > 5 mph above the speed limit	75% of households identified in study area	medium	-may cause noise complaints -dangerous for bicyclists
15	Speeding	Speed Display Trailer*	Any citizen complaint	As requested	none	-affected area to be determined on a case by case basis -may discourage cut-through
16	Speeding, cut-through traffic	Gateway	85th > 5 mph above the speed limit	75% of households identified in study area	high	Also pedestrian benefits
17	Speeding, pedestrian Safety	Nubs (curb extensions, chokers)	85th% > 5 mph above the speed limit	75% of households identified in study area	high	
18	Speeding, pedestrian Safety	Raised Crosswalk	85th% > 5 mph above the speed limit Only after consultant with fire dept and transit authority Major pedestrian crossing point	75% of households identified in study area	medium	
23	Traffic Volume Reduction	Arterial Direction Signs	MUTCD standards	75% of households identified in study area	low	

*Administrative measures can be implemented by staff without going through the NTC process

Some measures are available for implementation under the authority of the City Manager and do not need to go through the full NTC process, such as roadway markings and signs, speed and speed penalty signs, placement of the speed display trailer, bike lane markings, vegetative trimming, and education programs.

3. CRITERIA FOR SELECTING A TRAFFIC CALMING MEASURE

The following factors should be considered when selecting a traffic calming measure:

- **Effectiveness** - Can the proposed measure solve the problem, based on past experience here and elsewhere.
- **Limit Adverse Impacts** – The proposed measure should cause as few adverse impacts as impossible.
- **Simplicity** – The measure should be as simple as possible
- **Street Geometrics** – Street width, intersection size and topography may lead to the exclusion or selection of certain measures. For example, an overly small intersection may not be large enough to accommodate a traffic circle.
- **Neighborhood Support** – A neighborhood will not be forced to receive a measure it does not support, thus a 75% show of support for any proposed measure is required.
- **Existence of transit route, major school bus route or Emergency Medical Service route-** Additional approval and evaluation may be needed depending on the measure desired.
- **Schools** – The presence of schools near a location increases the need for controlled vehicular traffic.
- **Limit Cost-** The measure should be as low cost as possible.

- **Attractiveness** – The measure should be designed to be as aesthetically pleasing as possible.
- **Traffic Management Resources** – The Manual on Uniform Traffic Control Devices (MUTCD) and other relevant professional traffic management publications may provide guidance on the selection of measures.
- **Legally permissible.** – The measure must be legal under Virginia law.

CHAPTER 5: PROGRAM REVIEW AND REFINEMENT

Periodically, the CACT/CIT will review the approved standards and criteria to determine whether they are appropriate for current conditions. This analysis will consider all NTC requests which did not meet the thresholds as well as those which did. Additionally, citizens who feel that the NTC process needs refinement may bring their issues to the table for discussion and consideration by the CACT/CIT and the City Council liaison.

It is important that the Fall Church City citizens find the NTC process to be fair and the policies consistently applied. Additionally, because this is a new program, the CACT/CIT will closely monitor the following areas for effectiveness:

- The criteria used to determine whether a problem exists and how severe it is
- The criteria which must be met in order to qualify for a traffic calming measure
- The funding priorities
- The process
- Budget requirements
- The minimum public support thresholds for various measures within the affected area

The initial review will take place one year after the City Council approves the NTC Program.

APPENDIX 1 **TRAFFIC PROBLEM DEFINITION AND** **PRIORITY RANKING GUIDELINES**

<u>Measure</u>	<u>Definition</u>	<u>Points</u>
Speeding	85 th percentile of vehicles traveling more than 5 mph over the speed limit. One point for each percentage point over 5 mph, and a second point for each percentage point over 10 mph.	0-40
Volume	Average daily traffic volume, at the point on the project street with the highest average volume, divided by 100.	0-30
Accidents	Number of State reported accidents on the street in the last three years.	5 each
Bike/Transit Routes	Street designated as Bicycle Route or used as a regular transit route.	5 each
Pedestrian Generators	Public and private facilities on or near the project street, such as schools, school bus stops, parks, community houses, Senior housing, etc., which generate a substantial amount of pedestrian traffic.	5 each
Dangerous Conditions	Conditions on the project street which lead to increased hazards.	5 each
TOTAL SCORE		_____

APPENDIX 2

CITY OF FALLS CHURCH STREET CLASSIFICATIONS

Street Segment	Existing Widths		City Classification
	Right-of-Way (feet)	Curb-to-Curb (feet)	
West Broad St.: City boundary to 400 feet east of West St.	90	62	Principal Arterial
West Broad St.: 400 feet east of West St. to Little Falls St.	80	48	Principal Arterial
West and East Broad Sts.: Little Falls St. to Fairfax St.	90	62	Principal Arterial
East Broad St.: Fairfax St. to City boundary	66	48	Principal Arterial
North and South Washington Sts.: All	68-78	52-64	Principal Arterial
Roosevelt Blvd: Roosevelt St. to City boundary	90	60	Minor Arterial
Annandale Rd: City boundary to South Washington St.	40-56	37-48	Minor Arterial
Annandale Rd: South Washington St. to South Maple Ave.	60	48	Collector
Hillwood Ave: South Washington St. to City boundary	80	46-65	Minor Arterial
South Maple Ave: South Washington St. to West Broad St.	40-60	36-48	Collector
Great Falls St.: North Washington St. to City boundary	40-50	32-36	Collector
South West St.: City boundary to West Broad St.	40-51	39-47	Collector
North West St.: West Broad Street to City boundary	40-50	37-39	Collector
Lincoln Ave.: North	50/50	40/30	Local

Street Segment	Existing Widths		City Classification
	Right-of-Way (feet)	Curb-to-Curb (feet)	
West St. to eastern city boundary/North West St. to western city boundary			
North Cherry St: West Broad St. to Columbia St./East Columbia to E. Jefferson St.	30/35-40	23/28	Local
South Cherry St: West Broad St. to Hillwood Ave./Hillwood Ave. to City boundary	24/50	23/36	Local
North Oak St: City boundary to North West St./North West St. to West Broad St.	40/50	30/30	Local
South Oak St.	40-50	30-40	Local
Roosevelt St.: All	50	30-40	Local
Little Falls Street: All	30-60	32-36	Local
All Other Streets	50	Up to 36	Local

APPENDIX 3

NTC FUNDING SCHEDULE

Spring

January – June	Timeline for project submission
July – November	Evaluation period by CACT/CIT
December	Project funding recommendation

APPENDIX 4 CITIZEN APPEALS

One of the CACT/CIT's stated goals is to establish effective, fair, and consistent policies for implementing traffic calming measures. To that end, the most severe traffic problems will receive the highest priority for funding and implementation. Underlying the NTC Program are standard measures which define the severity of traffic problems. Often residents perceive that a problem exists when the data collected indicates that the situation does not meet the thresholds which define traffic problems under the NTC Program. Many traffic problems are not severe enough to qualify for CACT/CIT assistance. Standard data collection tools and procedures will ensure that all problems are assessed in a consistent manner.

For confirmed traffic problems, each NTC measure has certain criteria which must be met. What this means is that even when a traffic problem has been documented, there may not be enough support within the neighborhood for the proposed traffic calming measures.

NTC Projects for which all criteria have been met and are eligible for funding may not receive funding because of higher priority projects and limited funds.

Request for an appeal to the CACT/CIT and/or City Council can be made if citizens can demonstrate that the CACT/CIT did not follow its policies and procedures or if the CACT/CIT actions were inconsistent with the goals and objectives.

During the first two years of operation, the CACT/CIT will study the application of the measures and criteria to determine whether they are too broadly or narrowly drawn. In other words, criteria should be narrow enough that not every street in Falls Church would qualify for traffic calming, but broad enough that traffic calming measures will be installed where the greatest need exists.

Citizens whose traffic problems were not found to be severe enough to qualify for traffic calming may request a meeting with the CACT/CIT to discuss the data collected and the criteria the data were measured against.

For situations where a problem is documented but the community is unable to develop an action plan that receives the minimum support as specified in the Toolbox, the community may not resubmit its request before three years have elapsed.

In cases where a project was approved for funding but no NTC funds were available, the CACT/CIT will inform residents of their options.

Finally, citizens are invited to participate in the periodic programmatic review meetings and share their thoughts about how the NTC Program could be improved.